

Mr. FINN: Since I have had the honour of occupying a seat in this House I have spoken only once, at four o'clock in the morning, for ten or fifteen minutes, and I have not since that time, except to interject a remark or two, taken up any of the time of the House. I felt here was an opportunity to deal with the situation in the Maritime provinces, and to give hon. gentlemen in the Progressive party who represent our Canadian West in this House an opportunity of hearing some of the things we expect to have done and some of the things that are being done and that we are helping to do. I regret exceedingly that when the representatives of the Progressive group were in the city of Halifax, through a loss in my immediate family I was unable to extend to them a hearty welcome, but I called at the provincial parliament buildings and through Mr. McBride expressed my regrets at being unable to greet them personally. I should have liked to show them in a kindly way some of the advantages of Halifax, which I know was done by the hon. member for Halifax (Mr. Black) during their stay in our city.

In conclusion, I wish to say that there are a few things we desire the government to do at the earliest possible date. Our terminals at Halifax are not completed. There is a difference of opinion as to whether the money that was spent was spent in the right place or not, but the stage for questioning that has passed. With these ships calling at the port of Halifax, and with immigrants pouring in through that port and being carried over the Canadian National railways, it is necessary that the immigration sheds at the south end pier should be completed at as early a date as possible. The landing quay is 2,500 feet in length and will accommodate three ships alongside, each from six to seven hundred feet in length. It will accommodate their passengers and the freight they have. Pier No. 2 is the most up-to-date pier either in the United States or Canada. It was built during the time the Minister of Finance (Mr. Fielding) was Acting Minister of Railways, and I have not the least hesitation in saying that if the plan of the then Minister of Railways had been carried out and the terminals had been built in the inner harbour, we would not have had the condition we have to-day as regards the south end terminal, but as I say, the time for discussing that has gone by. I would like the government to give consideration at the earliest date possible to the finishing of these sheds in order that we may have the facilities to handle the passenger and freight traffic that is coming into our port.

I might say further that when the elevator is built and ocean steamships can get at Halifax the basic cargo of wheat which they all need, it is my hope and belief that these ships that are now going on to Portland will make Halifax their port and get their basic cargo there, and thereby save two days on the round trip. Coming into the port of Halifax is a day shorter for the ships than to go to Portland, and they save a day going back to the Old Land, or two days on the round trip. That is a tremendous saving to these high-powered ships of great tonnage, which are run at great expense. But if the basic cargo of wheat can be provided at Halifax these ships will of necessity make Halifax their home port on this side of the Atlantic, and in that way employment will be given to our stevedores, the ships will buy their supplies in Halifax, and the crews will spend their money in our city and some of the prosperity of the old days will come back. I say that with good hope because it would mean a saving of a whole month during the year to the steamship companies. Each ship would be able to make two trips more in the year. If that is so, with our facilities at the port of Halifax, and with the freight rate to Halifax the same as to Portland there is no reason why we should not come into our own.

I place these matters before the government and I hope they will receive fair consideration and action. I know that the revenues of this country are used almost to the limit. I am not going to ask for impossibilities, but surely if our railroads are going to bring returns and help reduce the deficit, this will be money well spent, and a penny spent wisely is spent well. I thank you, Mr. Speaker, and hon. members for listening to me at this length to-night. My only justification is my interest in the Maritime provinces. I have tried to place before you some of the reasons that have actuated me in the action I have taken, both as a member of the legislature and government of Nova Scotia, and also as a member of the Parliament of Canada, as a trustee not only for the people of Halifax but for the people of Nova Scotia. Let us all look forward with the hope of a united Canada, a hope that will mean much to us on this side and hon. gentlemen opposite.

Mr. WILLIAM ELLIOTT (South Waterloo): Mr. Speaker, after listening for three hours and thirty-five or forty minutes to the address from the hon. member for Halifax (Mr. Finn), I have come to one or two conclusions. The main conclusion which I have arrived at is that the competition has shifted